COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

March 15, 2005

Mr. Patrick DeCorla-Souza
Federal Highway Administration
U.S. Department of Transportation
HPTS, Room 3324
400 7th Street, S.W.
Washington, D.C. 20590

Re: Grant Proposal for a Regional Value Pricing Study

Dear Mr. DeCorla-Souza:

Attached you will find the grant proposal and SF-424 form for a regional value pricing study in the metropolitan Washington area to be conducted by the National Capital Region Transportation Planning Board (TPB). The Virginia Department of Transportation is submitting this application on behalf of the TPB.

The Virginia Department of Transportation has been participating on the TPB Value Pricing Task Force and in that capacity helped develop a regional scenario of variably-priced lanes for the Regional Mobility and Accessibility Study. VDOT looks forward to a more detailed analysis of the scenario that this proposed value pricing study would provide.

Thank you for your consideration of this grant proposal.

Sincerely,

Dennis C. Morrison
Northern Virginia District Administrator
Virginia Department of Transportation

Encl.

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION: Application ☐ Construction ☑ Non-Construction	Pre-application ☐ Construction ☐ Non-Construction	2. DATE SUBMITTED: March 15, 2005	Applicant Identifier
		3. DATE RECEIVED BY STATE	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name: VIRGINIA DEPARTMENT OF TRANSPORTATION	**Organizational Unit:** Department: Northern Virginia District Office
Organizational DUNS: 80-987-5263	Division: PLANNING & OPERATIONS
Address: Street: 14685 AVION PARKWAY	Name and telephone number of person to be contacted on matters involving this application (give area code)
City: CHANTILLY	
County: FAIRFAX	
State: VA / **Zip Code** 20151-1104	
Country:	Email: J.SORENSON@VDOT.VIRGINIA.GOV
6. EMPLOYER IDENTIFICATION NUMBER *(EIN)*: 54-6001730	Phone Number (give area code): (703) 383 - 2461 / Fax Number (give area code): (703) 383 2470
8. TYPE OF APPLICATION: ☑ New ☐ Continuation ☐ Revision. If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) ☐ ☐ Other (specify)	**7. TYPE OF APPLICANT: (See back of form for Application Types)** A. STATE. Other (specify) On behalf of the Washington Metropolitan Planning Organization
	9. NAME OF FEDERAL AGENCY: FEDERAL HIGHWAY ADMINISTRATION
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-205. TITLE (Name of Program): HIGHWAY PLANNING & CONSTRUCTION; Federal Aid Highway Program	**11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:** REGIONAL VALUE PRICING STUDY
12. AREAS AFFECTED BY PROJECT *(Cities, Counties, States, etc.)*: Metropolitan Washington -Parts of Virginia, Maryland and the District of Columbia	
13. PROPOSED PROJECT Start Date: JULY 1, 2005 / Ending Date: JULY 1, 2006	**14. CONGRESSIONAL DISTRICTS OF:** a. Applicant 8, 10 & 11 / b. Project MD: 4,5,6,8 VA:8,10,11 & D.C

15. ESTIMATED FUNDING:

a. Federal	$ 240,000.00
b. Applicant	$ .00
c. State	$ 30,000.00
d. Local	$ 30,000.00
e. Other	$ .00
f. Program Income	$ .00
g. TOTAL	$ 300,000.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. ☐ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:

b. No. ☑ PROGRAM IS NOT COVERED BY E. O. 12372

☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes" attach an explanation. ☑ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix: Mr.	First Name: DENNIS	Middle Name: C
Last Name: MORRISON		Suffix
b. Title: DISTRICT ADMINISTRATOR		c. Telephone Number (give area code): (703) 383 2575
d. Signature of Authorized Representative		e. Date Signed: March 15, 2005

Previous Edition Usable
Authorized for Local Reproduction

Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

FY 2005 VALUE PRICING PILOT PROGRAM GRANT PROPOSAL FOR A REGIONAL VALUE PRICING STUDY

MARCH 15, 2005

SUBMITTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION
FOR THE
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

TABLE OF CONTENTS

LIST OF FIGURES

SUMMARY

As the Metropolitan Planning Organization (MPO) for the Washington metropolitan region, the National Capital Region Transportation Planning Board (TPB) is responsible for coordinating transportation plans for Northern Virginia, Suburban Maryland and the District of Columbia. The TPB held a successful one day conference on value pricing in the Washington region in conjunction with the Federal Highway Administration, and the departments of transportation in Maryland, Virginia, and the District of Columbia in June 2003. A TPB task force has been established and recently adopted goals for a regional system of variably priced lanes. Two pricing projects are moving forward in the region --the Intercounty Connecter in Montgomery County, Maryland, and a Capital Beltway HOT lane facility in Virginia.

As the Washington region moves forward with plans to develop additional value pricing projects, it is anticipated that a system of variably-priced lanes will be implemented in phases, one corridor or segment at a time. **This value pricing study would allow the Washington region to evaluate the potential performance of a regional network of variably-priced lanes, in greater detail than the current TPB scenario study**, the Regional Mobility and Accessibility study (RMAS). The proposed study would:

- Review the forecast demand, revenue, costs and transit viability for variably-priced facilities in high potential corridors and how these compare across the regional network;
- Examine the potential for value pricing on both new and existing general purpose and HOV lanes and current Potomac River Crossings; and
- Analyze new corridors not included in the RMAS, such as parkways in the region.

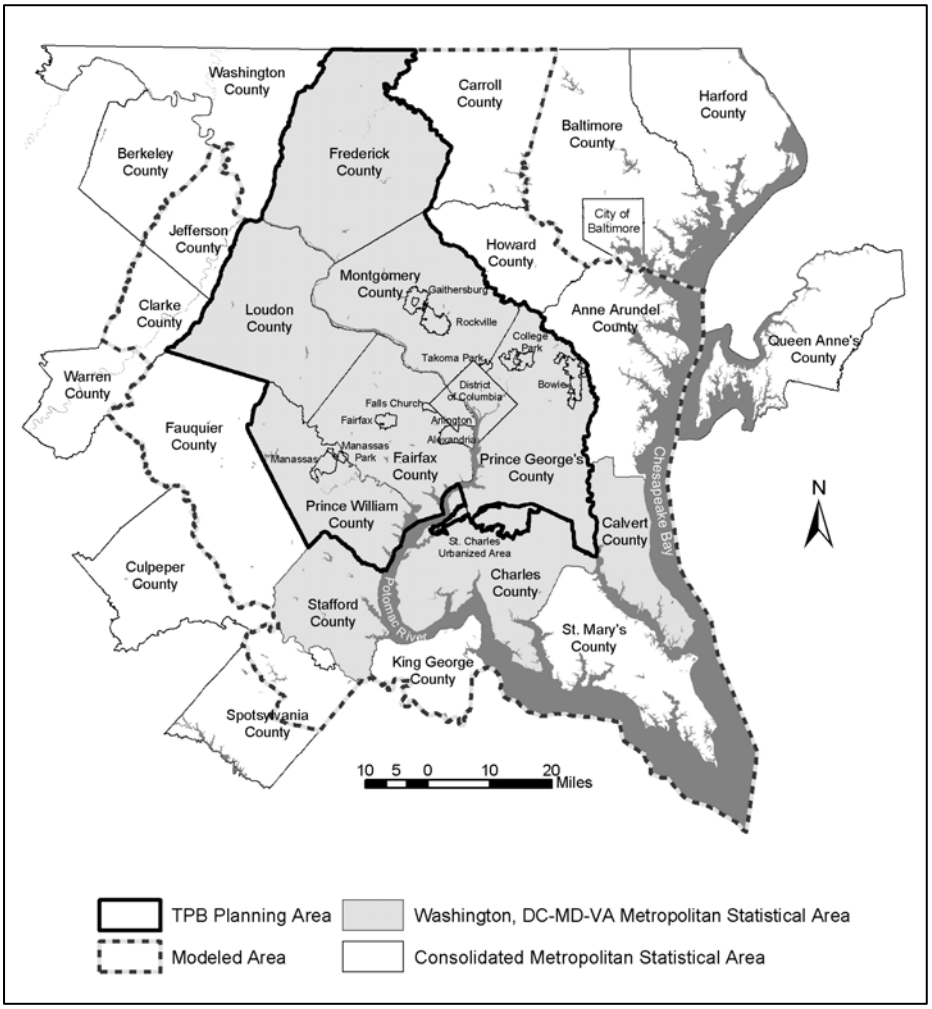
Given that value pricing projects have not yet been implemented on existing general purpose lanes in the U.S., this study's proposed examination of applying value pricing on existing "free" lanes, such as Potomac River Crossings, is a new approach. This value pricing study is estimated to cost $300,000 ($240,000 from Federal sources and $60,000 from state/local sources). It is anticipated that the study tasks would be conducted primarily by TPB staff and completed in 12 months.

Background and Congestion Problem Statement

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization (MPO) for the Washington metropolitan region. As an MPO, the TPB is responsible for coordinating transportation planning at the regional level and developing the 30-year transportation plan for Northern Virginia, Suburban Maryland and the District of Columbia. The TPB brings together key decision makers to coordinate planning and funding for the region's transportation system.

Members of the TPB include representatives of local governments, the Maryland, Virginia, and District departments of transportation, the Washington Metropolitan Area Transit Authority (WMATA), the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies. A map of the TPB planning area is shown in Figure 1.

Figure 1: The TPB Planning Area



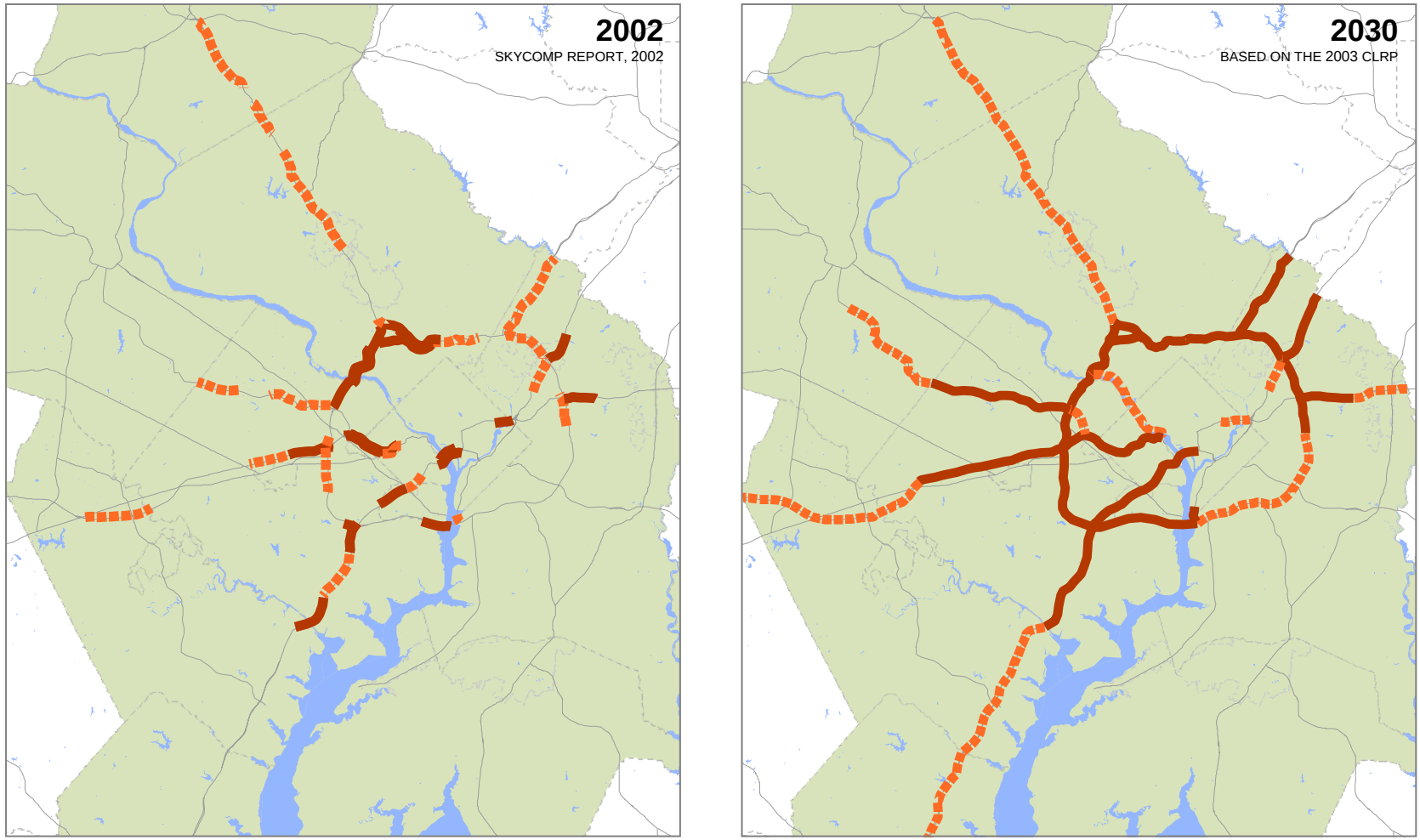
Congestion Forecasts

A Washington Post headline helps explain why value pricing is a concept attracting attention in the National Capital Region. The front page article "Bad Traffic Grows Worse, Study Says" described the results of a TPB study showing that congestion had significantly worsened between 1993 and 1999.

Furthermore, forecasts indicate that by 2030 the majority of the region's highway system will operate under "stop and go" conditions during peak periods, as shown in Figure 2 below. Planned new capacity cannot keep pace with forecast increases in population and employment: vehicle miles of travel are expected to increase 37% and capacity only 13% (measured in arterial and highway lane miles). High congestion levels combined with limited revenues–so limited that the TPB published a brochure in 2001 entitled "A System in Crisis"–have made the notion of charging motorists for a reliable trip much more palatable in recent years[1].

[1] A summary of the "System in Crisis" brochure is available on the web in the 2001 Region magazine at http://www.mwcog.org/store/item.asp?PUBLICATION_ID=192.

Figure 2: Washington Area Evening Highway Congestion, 2002 and 2030



Value Pricing in the Washington Region

The Value Pricing Conference

In June 2003 and in conjunction with the Federal Highway Administration, the TPB along with the Maryland, Virginia, and District departments of transportation jointly sponsored a successful one-day conference on value pricing for transportation in the Washington region. 200 people attended the conference, including numerous local elected officials who spoke in support of value pricing. The conference was one of the region's first major public discussions regarding the need and opportunities for innovative transportation pricing strategies. News coverage of the event headlined on the front page of the Washington Post's Metro section: "Toll Lanes' Concept Catching On: Conference Looks at Pricing."

The TPB Task Force

After the value pricing conference, the TPB created a "Task Force on Value Pricing" to examine how value pricing could benefit the Washington region. The goals of the Task Force include the development of recommendations for the TPB regarding parameters, principles, guidelines and lessons learned on the regional implications of value pricing.

The task force includes the following members:
Chair: Carol Petzold - Maryland House of Delegates
JoAnne Sorenson – Virginia Department of Transportation (VDOT)
Catherine Hudgins - Fairfax County Board of Supervisors
Marsha Kaiser – Maryland Department of Transportation (MDOT)
Michael Knapp –Montgomery County Council
Phil Mendelson - District of Columbia Council
Michelle Pourciau –District Department of Transportation (DDOT)
Edward Thomas – Washington Metropolitan Area Transit Authority (WMATA)
Christopher Zimmerman- Arlington County

The task force recently adopted regional goals for variably-priced projects in the region. These goals, shown below in Figure 3, will guide the development of a variably-priced lane scenario that will be tested and more thoroughly evaluated if this grant application is accepted.

New Pricing Projects

The region's financially Constrained Long-Range Transportation Plan (CLRP) includes one variably-priced toll facility --the Intercounty Connector is an east-west highway in Montgomery and Prince George's counties in Maryland that will run between I-270 and I-95/US 1. The project will include variably-priced lanes with express bus service connecting to Metrorail stations. A HOT lane project in Virginia has been proposed for the 2005 CLRP amendments. A 15-mile segment of the Capital Beltway (I-495) will be widened by adding four High-Occupancy/Toll (HOT) Lanes. Vehicles with three or more occupants, as well as transit buses and emergency response vehicles, will be able to use the lanes for free; all other vehicles will pay a toll that varies according to the time of day.

Figure 3: Goals for a Regional System of Variably-Priced Lanes Adopted by the TPB Task Force on Value Pricing for Transportation January 19, 2005

As the Washington region moves forward with plans to develop variably-priced lanes, it is anticipated that a system of variably-priced lanes will be implemented in phases, likely with one corridor or segment at a time. The following goals can help guide the regional development of variably-priced lanes that work together as a multi-modal system, while addressing the special policy and operational issues raised by the multi-jurisdictional nature of this area.

1. Operations, enforcement, reciprocity, technology, and toll-setting policies should be coordinated to ensure seamless connections between jurisdictional boundaries. The region should explore options for accommodating different eligibility requirements in different parts of the system of variably-priced lanes without inconvenience to the users.

2. The variably-priced lanes should be managed so that reasonably free-flowing conditions are maintained.

3. Electronic toll collection devices should be integrated and interoperable among the District of Columbia, Maryland and Virginia, and should work with other multi-state electronic toll collection systems, such as E-Z Pass[SM].

4. To ensure safety and to maintain speeds of variably-priced lanes on high-speed facilities, one lane with a wide shoulder consistent with applicable Federal Highway Administration (FHWA) guidelines should be provided at a minimum. Optimally, two lanes should be provided in each direction (or two lanes in the peak direction by means of reversible lanes) where possible.

5. Given the significant peak-hour congestion in the Washington area, transit bus service should be an integral part of a system of variably-priced lanes, beginning with project planning and design, in order to move the maximum number of people, not just the maximum number of vehicles.

6. Transit buses should have reasonably free-flowing and direct access to variably-priced lanes from major activity centers, key rail stations, and park-and-ride lots, so that transit buses do not have to cross several congested general purpose lanes.

7. Transit buses using the variably-priced lanes should have clearly designated and accessible stops at activity centers or park-and-ride lots, and signal priority or dedicated bus lanes to ensure efficient access to and from activity centers.

8. The region urges that the Congress and the Federal Transit Administration (FTA) recognize variably-priced lanes as fixed guideway miles so that federal transit funding does not decrease as a result of implementing variably-priced lanes.

9. The Washington region currently has approximately 200 miles of HOV lanes and a significant number of carpoolers, vanpoolers and other HOV-eligible vehicles. If the introduction of variably-priced lanes changes the eligibility policies for use of existing HOV facilities, transitional policies and sunset provisions should be set and clearly stated for all the users.

10. As individual phases of a system of variably-priced lanes are implemented, users of the lanes should be able to make connections throughout the region with minimal inconvenience or disruption.

11. Toll revenues from variably-priced lane projects may finance construction, service debt, and pay for operation and maintenance of the priced lanes. Should toll lanes operate at a revenue surplus, consideration should be given to enhancing transit services.

The TPB Regional Mobility and Accessibility Study (RMAS)

The TPB created the Regional Mobility and Accessibility Study (RMAS) in 2000 to evaluate additional highway and transit options beyond those that are currently funded and to examine the interaction of these transportation options with various land use considerations. Federal law requires that the CLRP include only transportation projects that can be funded with revenues currently projected to be available over the next 25 years. RMAS provides the TPB with the opportunity to examine additional facilities that could improve the future performance of the region's transportation system and that have a realistic possibility of being funded with the identification of additional transportation revenues.

To date the RMAS has accomplished the following tasks: (1) development of measures of effectiveness (MOEs) that can be used to analyze alternative scenarios; (2) analysis of the CLRP using the MOEs and identification of the plan's shortcomings relative to the TPB Vision; (3) specification for the regional congestion management scenario which consists of coordinated transit service improvements, traffic operations improvements and increased incentives for ridesharing, telecommuting, and bike and walk trips; (4) development of five alternative land use scenarios; (5) development of a transit-oriented development scenario.

The variably-priced lanes scenario described below is currently under development for inclusion in the RMAS, based on facilities identified by the TPB Value Pricing Task Force. The proposed value pricing study would allow the scenario to be evaluated in greater detail and would include the analysis of additional corridors not included in the RMAS, such as parkways in the region.

Variably-Priced Lanes Scenario

The variably-priced lanes scenario for the Washington region consists of a regional system of variably-priced lanes connecting the major regional activity centers and clusters in 2030. As stated earlier, the goals for variably-priced lanes shown in Figure 3 will guide the development of the scenario.

This scenario builds off of the region's existing and planned High-Occupancy Vehicle (HOV) and toll facilities to create a system of variably-priced lanes around the Capital Beltway and in each major transportation corridor. Toll facilities currently included in the CLRP include the Intercounty Connector in Maryland. HOT lanes on the Capital Beltway in Northern Virginia are under consideration as amendments to the CLRP in 2005, as described above.

Proposed Assumptions

- Variable tolls will be used on the lanes to prevent congestion. Occupancy requirements for all HOV lanes will be increased to at least three people or more, based on planning assumptions in the region's long-range plan.
- The variably-priced facilities will be physically separated from the other lanes, where possible.

- Access and egress points will be primarily focused around the regional activity clusters[2].
- At least one lane will be provided in the peak direction.
- Additional HOV lanes will be needed on some facilities, and new capacity will be examined in this scenario.

Potential Facilities

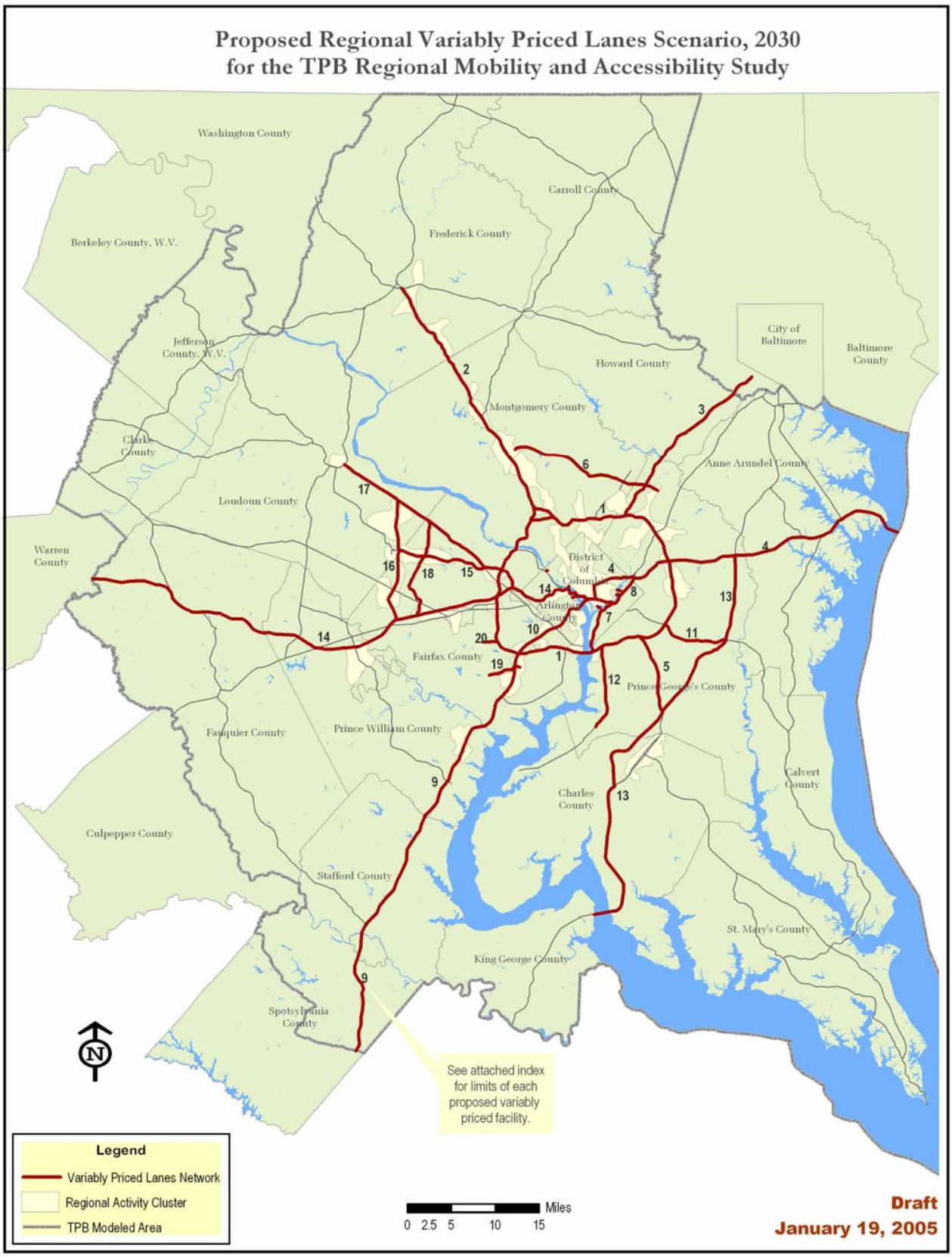
The existing HOV system in the region, which is quite extensive, includes 190 HOV lane miles. The long-range transportation plan includes 195 additional miles of HOV facilities planned for 2030, for a total of 385 lane miles. Figure 3 shows the proposed regional variably-priced lanes scenario and the index describes the limits of the facilities included. At least 250 additional variably priced lane miles, over and above the 385 HOV lane miles already planned, are proposed for this scenario to provide a total of at least 650 variably priced lane miles. Under the proposed value pricing study described below, additional facilities beyond the 650 variably priced lanes to be examined in RMAS could be included, such as the George Washington Parkway, the Baltimore Washington Parkway and Rock Creek Parkway.

The scenario will be evaluated as a network of variably priced lanes, using the regional measures of effectiveness (MOEs). The MOEs address several areas, including:

- Land Use (includes measures of regional growth distribution and the percentage of regional households and jobs in the activity clusters)
- Vehicle Miles of Travel
- Travel Modal Shares
- Highway and Transit Congestion
- Highway and Transit Accessibility
- Air Quality

[2] COG and TPB adopted regional activity centers and clusters to help guide regional transportation planning decision-making, The 58 Centers are based on local government growth forecasts and categorized according to similar employment, residential, and growth pattern characteristics. The 24 Clusters tend to be groupings of Centers and are a more conceptual, stylized depiction of development than the Centers.

Figure 4: Proposed Regional Variably Priced Lane Scenario, 2030



Index to Figure 4: Proposed Variable Priced Lane Scenario, 2030
For the TPB Regional Mobility and Accessibility Study
Draft of January 2005

1. The entire Capital Beltway (I-495/I-95)
2. I-270 from I-70 to the Capital Beltway (I-495)
3. I-95 from the Capital Beltway (I-495) to the Baltimore Beltway
4. US Route 50 from the Chesapeake Bay Bridge to I-395
5. MD Route 5 from US 301 at MD Route 5 to I-495
6. The Intercounty Connector, Entire Length
7. I-295 from Capital Beltway to Anacostia Freeway
8. Anacostia Freeway/Kenilworth Avenue from I-295 to US Route 50
9. I-95 from Caroline / Spotsylvania County Line to Capital Beltway (I-495/I-95)
10. I-395 from the Capital Beltway (I-495/I-95) to I-295 and US Route 50
11. MD Route 4 from US 301 to I-495
12. MD Route 210 from MD 228 to I-495
13. US 301 from the Nice Bridge to US 50 (includes the proposed Waldorf Bypass)
14. I-66 from Warren / Fauquier County Line, over the Theodore Roosevelt Bridge, to Rock Creek Parkway to Independence Avenue, to Maine Avenue, SW to SE/SW Freeway
15. Dulles Toll Road (VA 267) from VA 28 to I-66
16. VA 28 from I-66 to VA 7
17. VA 7 from US Route 15 to the Dulles Toll Road
18. Fairfax County Parkway from I-66 to VA 7
19. Franconia-Springfield Parkway from Sydenstricker Road to Frontier Drive
20. Braddock Road from Burke Lake Road to I-95

Note: DDOT has requested that all D.C. river crossings be included in the scenario. In addition to the bridges part of the segments listed above, the following bridges are included:

Chain Bridge
Key Bridge
Memorial Bridge
South Capitol Street Bridge (Frederick Douglass Bridge)
Pennsylvania Avenue Bridge (John Phillip Sousa Bridge)
East Capitol Street Bridge (Whitney Young Memorial Bridge)
Benning Road Bridge

DESCRIPTION AND GOALS OF PROPOSED STUDY

Purpose of Proposed Value Pricing Study

As the Washington region moves forward with plans to develop variably-priced lanes, it is anticipated that a system of variably-priced lanes will be implemented in phases, one corridor or segment at a time. The proposed value pricing study will allow the Washington region to evaluate the potential performance of a regional network of variably-priced lanes and to identify potential phasing of specific corridors. The study will build on the TPB's ongoing Regional Mobility and Accessibility Study (RMAS), described below. Value pricing on both new and existing lanes will be examined. The study will be conducted in the context of the different institutional arrangements needed in Virginia, Maryland and D.C. to implement value pricing. For example, in Virginia pricing projects will involve public-private partnerships, and in Maryland, the state toll authority will play a key role in value pricing. As pricing projects are proposed in D.C., institutional arrangement will have to be examined.

For the purpose of the proposed study, "Variably-priced lanes" refer to the application of value pricing with tolls that vary by time of day and/or congestion levels. This could include High Occupancy Toll (HOT) lanes, express toll lanes, and tolls on existing Potomac River bridges.

Questions the study will investigate include the following:

- What corridors in the regional network have the greatest potential for variably-priced lanes?
- How does the potential demand and forecast revenue vary around the Capital Beltway, on existing Potomac River crossings, and in the major corridors?
- How does the cost of adding or converting lanes to value pricing vary across the regional network?
- What are changes in land-use activity by corridor?
- How can transit be integrated into variably-priced projects (i.e. operating assumptions and direct access ramps)?
- How can potential regional impacts on low-income and minority communities be identified?

Goals of the Proposed Study

The goals adopted by the TPB Value Pricing Task Force, shown in Figure 3 on page 6, will guide the proposed regional study of a system of variably-priced lanes.

MAJOR TASKS

Based on the RMAS examination of the performance of a regional network of variably-priced lanes, the proposed value pricing study will examine corridors in the regional network to identify how specific segments of the regional system are performing, such as the Capital Beltway, Potomac River crossings, and major radial corridors. Next, more detailed analysis of potential corridors will be conducted, including estimation of the demand, possible revenues and costs, analysis of corridor level land use changes and the viability of transit. The study will review possible transit operating assumptions and direct access ramps for the potential corridors. Policy options for vehicle eligibility, such as hybrids and commercial vehicles, will be examined. A first phase regional network of high potential corridors (possibly for the year 2020) will be identified and tested. The study will examine how potential regional impacts on low-income and minority populations could be identified. Finally, a report will be prepared describing the results and major findings regarding potential next steps for a system of variably priced lanes. The study will include five major tasks, listed below. Each task will be guided by the goals set by the TPB Value Pricing Task force, shown in Figure 3.

Task 1

- Examine corridors in the regional network to identify how specific segments of the regional system are performing, such as the Capital Beltway, existing Potomac River crossings, and major radial corridors.

- Examine traffic volumes, congestion levels, transit use, forecast revenues and air quality emissions to identify the highest potential corridors based on the regional goals for a system of variably priced lanes.

- Examine potential corridors not tested as part of the RMAS, such as the George Washington, Baltimore Washington and Rock Creek Parkways.

Task 2

- Apply the regional model and conduct sensitivity analysis to investigate the potential demand, revenue and costs, the viability of transit (including possible transit operating assumptions and direct access ramps) and changes in land use activity for *specific corridors* identified in task 1. Examine connectivity to the regional core and activity centers. Suggest a phasing of corridors for variably priced facilities, possibly a network for 2010, 2020 and 2030, and policy options for vehicle eligibility.

Task 3

- Analyze the corridors examined in task 2 as a regional network. This Phase 1 regional network will be analyzed for financially feasibility and with the RMAS measures of effectiveness (MOEs).

Task 4

- Examine ways of identifying regional impacts of pricing projects on low-income and minority populations. Forecast changes in travel times, accessibility, transit use and travel characteristics from the Census data could be used to look at potential regional impacts.

Task 5

- Document the results from each task in a final report.

On-Going Tasks

- The TPB Value Pricing Task Force will be updated and asked for input at each major stage in the study and/or at each task force meeting. The task force usually meets every other month.

- The Joint Technical Working Group (JTWG) will be briefed on the study progress and results at each of its monthly meetings.

STUDY STRUCTURE AND TIMELINE

Oversight

The study will be guided by the TPB Value Pricing Task Force and the regional goals for a system of variably priced lanes adopted by the task force. The Federal Highway Administration at the U.S. DOT will participate in the oversight provided by the task force. The Joint Technical Working Group (JTWG) which oversees the RMAS will provide input and comment on the value pricing study as it proceeds. This means that elected officials and policy and technical level staff from the departments of transportation in Northern Virginia, Suburban Maryland, and the District of Columbia as well as the Washington Metropolitan Area Transit Authority (WMATA) will play an active role in guiding the study and interpreting the results.

Study Staffing and Cost

It is anticipated that TPB staff will conduct the majority of the work. Consultant support and expertise will be utilized as necessary. The estimated cost of this value pricing study is $300,000 ($240,000 Federal, $60,000 state/local).

Timeline: July 2005 to June 2006

The estimated time to complete the study is 1 year – July 1, 2005 to June 30, 2006. Figure 4 below provides a timeline and estimated costs for completing the tasks in the proposed study.

Figure 5: Study Timeline and Estimated Costs

Task	2005						2006					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Task 1: Examine high potential corridors for variably priced lanes. *Estimated Cost: $100,000*												
Task 2: Identify potential toll revenues, costs, transit viablity and land use activity changes for specific high potential corridors. *Estimated Cost: $100,000*												
Task 3: Analyze high potential corridors as a Phase 1 regional network. *Estimated Cost: $50,000*												
Task 4: Identify how potential impacts on low-income and minority populations could be identified. *Estimated Cost: $40,000*												
Task 5: Develop a study report with major findings. *Estimated Cost: $10,000*												
Update and Gather Input from the Value Pricing Task Force												
Brief the Joint Techncial Working Group												
Estimated Total Cost: $300,000 *Federal: $240,000 State/Local: $60,000*												

ADDITIONAL INFORMATION

Preliminary Estimates of Social and Economic Effects

This proposed pre-project planning study will examine ways of identifying regional impacts of pricing projects on low-income and minority populations as described in Task 4. Forecast changes in travel times, accessibility, transit use and travel characteristics from the Census data could be used to look at potential regional impacts.

In order to identify potential social and economic effects, the proposed study would use a method previously used to examine the potential impact of the 2004 Financially Constrained Long-Range Transportation Plan (CLRP) on low-income, minority and disabled population groups. Benefits and burdens of the plan are measured in terms of accessibility to jobs by transit and by automobile.

Role of Alternative Modes

Transit and carpooling will be an integral part of this proposed study because they are an integral part of the adopted goals for a regional system of variably-priced lanes, listed in Figure 3 on page 6. The goals were developed so that the system can *"work together as a multi-modal system, while addressing the special policy and operational issues raised by the multi-jurisdictional nature of this area."*

Several tasks in the study described earlier include analysis of vehicle eligibility policies (such as carpools), transit usage and viability. The proposed study will examine potential corridors for value pricing, including estimation of the demand, possible revenues and costs, analysis of corridor level land use changes and the viability of transit. The study will review possible transit operating assumptions and direct access ramps for the potential corridors. Policy options for vehicle eligibility, such as hybrids and commercial vehicles, will be also examined.

Plans for Monitoring and Evaluation

This grant proposal is for a study of a regional network of variably-priced lanes, not for implementation. As a regular part of the TPB planning process, congestion is monitored via freeway and arterial surveys. As pricing projects become closer to implementation, the TPB evaluates the projects as part of a system for air quality impacts and financial constraint through the long-range planning process.

Detailed Finance and Revenue Plan

Since this grant application is for a study of a regional network of variably-priced lanes, the grant proposal does not include a detailed finance and revenue plan. The study will examine the forecast demand, revenue, costs and transit viability for variably-priced facilities in high potential corridors and how these compare across the regional network, as stated in Task 1.

Plans for Involving Key Affected Parties

Elected officials and policy and technical level staff from the departments of transportation in Northern Virginia, Suburban Maryland, and the District of Columbia as well as the Washington Metropolitan Area Transit Authority (WMATA) will play an active role in guiding the study and interpreting the results. The study will be guided by the TPB Value Pricing Task Force and the regional goals for a system of variably priced lanes adopted by the task force. The Federal Highway Administration at the U.S. DOT will participate in the oversight provided by the task force. The Joint Technical Working Group (JTWG) which oversees the RMAS will provide input and comment on the value pricing study as it proceeds.

Plans for Meeting Legal and Administrative Requirements

As stated earlier, this value pricing study would allow the Washington region to evaluate the potential performance of a regional network of variably-priced lanes. Legal and administrative requirements will be addressed as value pricing projects considered in the study move towards implementation.

LETTERS OF SUPPORT FROM THE DISTRICT OF COLUMBIA, MARYLAND, AND VIRGINIA DEPARTMENTS OF TRANSPORTATION

See attached letters from DDOT, MDOT, and VDOT.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Office of the Deputy Director

March 14, 2005

Mr. Patrick DeCorla-Souza
Federal Highway Administration
U.S. Department of Transportation
HPTS, Room 3324
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. DeCorla-Souza:

Please accept this correspondence as a formal letter of support for the Metropolitan Washington Council of Governments (COG) Regional Value Pricing Study grant application. I am aware that, if selected, COG will perform this study on behalf of its Transportation Planning Board (TPB), a regional planning body comprised of elected officials and transportation professionals from the Commonwealth of Virginia, the State of Maryland, and the District of Columbia.

COG is requesting funds for this study as a direct result of the work of the TPB Value Pricing Task Force. As the District Department of Transportation (DDOT) representative on the TPB as well as the Value Pricing Task Force, I am pleased with our work product. As a result of our regional analysis the Task Force determined that a regional methodology to variably priced lanes, in each jurisdiction, including all District of Columbia river crossings is an approach worthy of further consideration. Therefore, DDOT wholeheartedly supports this COG grant application.

Please feel free to contact me at 202.671.1356 if you have any questions or concerns regarding this grant proposal or support letter. I look forward to reviewing and commenting upon any study results generated through this effort.

Sincerely,

Michelle Pourciau
Deputy Director

cc: Ron Kirby, COG
Kenneth Laden, DDOT

Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Robert L. Flanagan
Secretary
James F. Ports, Jr.
Deputy Secretary

March 10, 2005

Mr. Patrick DeCorla-Souza
Federal Highway Administration
U.S. Department of Transportation
HPTS, Room 3324
400 7th Street, S.W.
Washington, D.C. 20590

Re: Support for a Regional Value Pricing Study

Dear Mr. DeCorla-Souza:

I am writing in support of the grant application for a regional value pricing study in the metropolitan Washington area to be conducted by the National Capital Region Transportation Planning Board (TPB).

The Maryland Department of Transportation (MDOT) has been participating on the TPB Value Pricing Task Force and in that capacity helped develop a regional scenario of variably-priced lanes for the Regional Mobility and Accessibility Study. MDOT looks forward to a more detailed analysis of the scenario that this proposed value pricing study would provide.

Thank you for your consideration of this grant proposal.

Sincerely,

Marsha J. Kaiser, Director
Office of Planning and
Capital Programming

cc: Ms. Missy Cassidy, Director of Policy and Government Affairs, Maryland Department of Transportation
Mr. Ronald Kirby, Director of Transportation Planning, Metropolitan Washington Council of Governments
Mr. Dennis Simpson, Planning Manager, Maryland Transportation Authority
Mr. Raja Veeramachaneni, Planning Director, Maryland State Highway Administration

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

March 15, 2005

Mr. Patrick DeCorla-Souza
Federal Highway Administration
U.S. Department of Transportation
HPTS, Room 3324
400 7th Street, S.W.
Washington, D.C. 20590

Re: Grant Proposal for a Regional Value Pricing Study

Dear Mr. DeCorla-Souza:

Attached you will find the grant proposal and SF-424 form for a regional value pricing study in the metropolitan Washington area to be conducted by the National Capital Region Transportation Planning Board (TPB). The Virginia Department of Transportation is submitting this application on behalf of the TPB.

The Virginia Department of Transportation has been participating on the TPB Value Pricing Task Force and in that capacity helped develop a regional scenario of variably-priced lanes for the Regional Mobility and Accessibility Study. VDOT looks forward to a more detailed analysis of the scenario that this proposed value pricing study would provide.

Thank you for your consideration of this grant proposal.

Sincerely,

Dennis C. Morrison
Northern Virginia District Administrator
Virginia Department of Transportation

Encl.